

The China Mail.

Established February, 1845.

VOL. XXXVIII. No. 5881.

號五廿月三年二十八百八千一英

HONGKONG, SATURDAY, MARCH 25, 1882.

日七初月二年午壬

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 13, Old Bailey.
Lombard Street, E. C. GEORGE
STREET & Co., 30, Old Bailey.
GUTHRIE & Co., 37, Walbrook, E. C.
SANDERSON & Co., 150 & 151, Leadenhall Street.

PARIS AND EUROPE.—GAILLON &
PAINCO, 38, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore. C. HEINZ & Co., Manila.

CHINA.—Messrs A. A. DE MELO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HERGE & Co., Shanghai, LAY, CHAWFOOD & Co., and KERRY & WILSON, Yokohama, LANT, CRAWFORD & Co.

Banks.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

Paid-up Capital, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.
GEO. O. SCOTT, Manager.

Oriental Bank Corporation, Hongkong, September 4, 1879.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars.
Reserve Fund, \$2,100,000 Dollars.

BOARD OF DIRECTORS.
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—Wm. RAINES, Esq.

H. HOPKIN, Esq.
Hon. F. B. JOHNSON, Esq.
A. P. McEWEN, Esq.
A. Motyer, Esq.
F. D. SASSOON, Esq.

CHIEF MANAGER.
Hongkong.—THOMAS JACKSON, Esq.

Shanghai.—EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation, No. 1, Queen's Road East, Hongkong, March 23, 1882.

COMPTOIR D'ESCOMPTE DE PARIS.
(Incorporated 7th & 18th March, 1845.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £200,000.

HEAD OFFICE—14, Rue Bourse, PARIS.

AGENCIES AND BRANCHES at:
LONDON, BOULBON, SAN FRANCISCO, Marseilles, Bombay, Hongkong, Lyons, Genoa, Fookow, Nankin, Shanghai, Peking, Melbourne, and Sydney.

LONDON BANKERS.
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.
Messrs C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking and Exchange Business.

F. COCHINARD, Agent, Hongkong.

Hongkong, February 9, 1882.

Notices of Firms.

NOTICE.
THE Undersigned have been appointed SOLE AGENTS for the Sale of their GOODS by Messrs KYNOCHE & Co., of WITTON, near Birmingham.

KYNOCHE & Co.
Hongkong, August 15, 1881.

NOTICE.
MR. FREDERICK DEBLOIS BUSH is admitted a PARTNER in the firm of BUSH, DEBLOIS & CO., and Mr. GEORGE H. WHEELER is authorized to Sign our Name.

RUSSELL & Co.
China, 1st January, 1882.

Notices of Firms.

NOTICE.

WE have been appointed Agents for the MITSU BUSSAN KAISHA, of Tokio, for this Port.

GEO. R. STEVENS & Co.
Hongkong, February 1, 1882.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ON and after this Date the Undersigned RESUMES his Duties as SECRETARY of the Company.

By Order of the Directors,
JAS. B. COUGHTREE, Secretary.

Hongkong, March 20, 1882.

For Sale.

GENUINE MADEIRA WINE, 1870, 822 per Dozen.
OLD SUPERIOR PORT (BASTARDOS), 815 per Dozen.

Apply to
L. THEVENIN, Hongkong Hotel Building, Hongkong, March 21, 1882.

FOR SALE—JUST RECEIVED.

BEST INDIAN SILVER JEWELLERY of various kinds.
INDIAN CASHMERE SHAWLS.
SMOKING CAPS.
RUMPOREE CHUDERS and CASHMERE CLOTH, assorted, for LADIES' DRESSES.

AT MODERATE PRICES.
N. M. KHAMISA, 8 and 10, Peel Street, Hongkong, January 28, 1882.

FOR SALE.

Messrs W. & J. LOOKETT'S Coloured BRANDS, THREEFOLD'S Export PALE ALE, and FINEST LAGER BEER, DUBLIN STOUT in Pints and Quarts. FINE OLD PORT, in Cases of 1 dozen.

Also,
SILLERY MOUSSEUX (VIN DE CHAMPAGNE), in Cases 2 dozen Pints and 1 dozen Quarts.

GEO. R. STEVENS & Co.
Hongkong, February 1, 1882.

FOR SALE.

JULES MUMM & Co's CHAMPAGNE, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 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superstition has thrown the country back into the old grooves, and, although it cannot last, still it is most regrettable. The names of Li Hung-chang, Viceroy of Chihli, have turned the strength in full force against him, and under the pressure of Hung-shui, are endeavoring to undo all that the enterprising Li has done to forward the interests of China. The immediate cause of the closing of the mines is the outbreak of the long-standing, but for some time back hushed quarrel between Tsung-tang and Li Hung-chang. This having broken out, fresh every effort is being made by Tsung-tang to get Li into disgrace, for the sake of China we trust these efforts will prove abortive, although we cannot hide the fact that Tsung-tang is a formidable opponent, and by far the most dangerous that Li has to face. An attack has also been made upon Li Hung-chang of the Liang Hsi, brother of the Viceroy, and it is understood that that gentleman has resigned in anticipation of dismissal. The next few days will show whether the surviving Empress will issue an edict closing the mines. There is every reason to fear that many changes and retrogressions will follow such an order, and China will lose much of what she has gained under the enlightened administration of Li Hung-chang, who has done more than any other statesman to forward the interests of his country, and whose services China can ill spare at this critical juncture, as complications with Japan have already arisen, and a renewal of the difficulties with Russia is freely talked about. It is patent to everyone that the disturbance which has arisen in the soul of the defunct Empress is very humbug, but it is used as a handy peg by the opponents of Li. The Viceroy arrived at Hongkong on the 19th or 20th, and it is needless to say that the sympathies of our foreigners are all on his side. Our hope is that Li will by skillful use of the abilities of which he is undoubtedly possessed, manage to maintain his position in the Council of China, and that the party of progress will be strengthened rather than otherwise by the factious opposition which under the flimsiest pretexts has been thrown in their way.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

(Per E. E. & C. Telegraph Co.'s Line.)

THE GRANT TO PRINCE LEOPOLD.

LONDON, March 24.

The House of Commons agreed to the motion granting Prince Leopold £10,000 a year.

THE BILL REQUIRING A DELIRIUM IN GOD.

LONDON, March 24.

On the second reading the House of Lords threw out the bill for requiring Members of Parliament to declare their belief in a God.

LOCAL AND GENERAL.

The next FRANKO MAIL will be expected to arrive here on or before Monday, the 27th inst., per the M. M. steamer *Sophistic*. She brings London dates to the 17th Feb.The *Kaiser* left Singapore at 5 p.m. to-day, with the next English mail. She is due on Friday next.

We understand that Mr E. J. Aikroyd, the new Registrar of the Supreme Court, has also been appointed Registrar of Public Companies here.

The "Land We Live In" shooting case was again adjourned for a week on account of Williams, the injured man, being still detained in hospital.

The Agents (Messrs Adamson, Bell & Co.) inform us that the S. S. *Broomfield*, from London, leaves Singapore to-day for Hongkong.

A CHIMNEY in one of the houses situated at No. 214 Queen's Road Central took fire yesterday afternoon, but serious damage was averted by the inmates taking prompt measures to extinguish the flames.

A MASQUERADE ball was held at the United Club last night, when the rooms were tastefully decorated. The whole of the arrangements, which were under the direction of Mr Richards, the Secretary, were most satisfactory.

This youth Spencer, who has figured so prominently in connection with the forged chits, has had another charge added to the already pretty long indictment against him. To-day he was charged with the theft of a clock valued at \$30, from Dr W. Eastlake, and again remanded.

The prospectus of the Lyson Sugar Refinery Company limited, with a capital of \$700,000, in 7,000 shares of \$100 each—one thousand of which are to be allotted to the shareholders in the China Sugar Refining Company—has just been issued. Messrs Jardine, Matheson & Co. are the general agents, and it would appear that the two companies will in a measure be worked together, as the Consulting Committee are nearly the same.

We hear it is mooted that an emigration movement is likely to be inaugurated from Macao to Timor, and as this proposed destination of the Chinese agriculturists is said to be exceedingly rich in nearly every natural product, there is no reason why this thing should not succeed. The steamer *Strait* route passes close to Timor, and the communication should therefore be easy and safe—should, as the advertising notice put it, sufficient inducement offer.

A PLAYFUL skit appears in the last number of the New York *Puck*—one of the best illustrated comic papers published in the English language—in which the honour of having received a subscription from the King of Siam is duly acknowledged. A facsimile of the well-known calligraphy of a celebrated Bangkokian resident, who is not altogether unknown in Hongkong, is given; and as the letter is dated from the U. S. Consulate-General, the writer is erroneously spoken of as the Consul-General for Siam. This, however, is only a trifle. *Puck* seems almost overcome by the tremendous honour thus conferred upon him; but, all chiding apart, the fact that a paper like *Puck* is regularly read by the intelligent Siamese monarch is not without its significance.

The troopship *Tyne* sailed this morning for Singapore and Hongkong, taking on the Head quarters of the Inniskillings to the former place, and a number of time-expired and invalided men for the latter. Colonel Goddes, with his wife and four children; Captains G. H. Michelson, and T. M. G. Thackeray, Lieutenants W. S. B. Levett, J. F. W. Charley, H. M. L. Young, F. A. Sanders (adjutant), C. J. L. Davidson, J. L. Armitage, and S. G. Radcliffe, Captain Paymaster Manners Karr, of the Army Pay Department, attached, and 160 men, 13 women, and 14 children of the Inniskillings, proceeded to Singapore; while Lieutenant Gamble of the 1st Northamptonshire Regiment, Lieutenant Johnson of the Buffs, and 176 time-expired and invalided men of the Inniskillings, Royal Artillery, and Royal Engineers go home. Mrs Hall and Master H. Hall, and Mrs Kerr are passengers by the *Tyne* for England. His Excellency Lieut. Gen. Donovan, Captain Bury and a large number of the officials and civilians of the Colony went on board the vessel during the forenoon, and wished their departing friends bon voyage.

On Friday night, the 24th inst., the *Victor* ministers gave an entertainment on board their ship. The audience, which was composed not only of officers and men from the *Victor* and other ships, but also of several ladies and gentlemen from the shore, appeared highly delighted with the evening's entertainment. Many of the performers were loudly encored, but were unable to respond to the call, owing to the length of the programme. Among others, Mr S. Hood sang with great feeling "My Home in Kentuck," and was loudly applauded, as he also was in his comic song "The Rustic Young Beauty." The part of Bones was very creditably taken by Sgt. Dracup, who kept the audience in roars of laughter by his song "The Hen Convention," and also by the effective manner in which he delivered a lecture on Women's Rights. During the interval between the two parts, Messrs Pope and Adams very cleverly performed a comic negro sketch of their own composition. Captain Newington, who officiated in the capacity of Master of Ceremonies, brought the entertainment to a close by the song "Dam Golden Slippers," for which he was loudly applauded.—Continued.

YESTERDAY several of the guns on the newly-completed batteries at Kowloon West, and East, and North Point, were fired with blank cartridge with the object of testing the efficiency of the various works of the batteries. His Excellency Lieutenant-General Donovan, (accompanied by Mrs Donovan), Captain Bury, Lieut. Colonel Crawford, Lieut. Colonel Purley, Major Hamilton, Lieutenants Allen and Barclay, and several other Military Officers, proceeded in a steam launch to the battery at Kowloon West, where three rounds of blank cartridge were fired from each of four 7-inch Armstrong breech-loading guns (72 cwt.), by two detachments of nine men each, Lieutenant Lambert being in charge of one and Lieutenant Lane in charge of the other. The trial firing gave every satisfaction at this battery, with the exception of the breast works of No. 4 gun, which were slightly displaced; these were composed of sandbags, while the others were of concrete. The party next visited Kowloon East, where three rounds were fired from a 6½ tons R. M. L. gun; this also proved successful. North Point came next where a gun similar to that of Kowloon East was mounted ready for inspection, after viewing which the party returned. The whole of the operations were executed under the orders of Major Moore Lane, and we understand, the results have proved in every way satisfactory.

A CONSIDERABLE amount of excitement will be introduced into the tea race this season. The principal rivals have each got a new crack ship, and there is some word of the P. & O. Co. using some of their spare tonnage in the carriage home of tea. The Shanghai *Courier* writes thus—

We understand that the new Glen steamer *Glenloch* will leave London on the 23rd of this month, and will be the first steamer despatched home with tea. The *Glenloch* will be commanded by Captain Gulland, late of the *Glenace*, which vessel has been the favourite boat during the last three seasons. From what we can hear from those who should know, the *Glenloch* will sustain the superiority of the company with regard to tea ships. The *Shanghai* *Courier*, which is to supersede the *London* *Courier*, is now on her journey; and it is put down as a fact that, as the idea is propounded of sending one of the crack ships of the P. & O. Company up to Hankow, something startling may be expected in the way of speed during the next season.

From the Official Returns of the Board of Trade for the year 1890 in Hongkong, recently published, we note that the

value of the maritime trade of Hongkong in 1890 was 1,765,207,790 Marks, being M. 957,601,790 for imports, and M. 805,606,000 for exports. The imports from Great Britain and Ireland were valued at M. 420,024,000, while those from the United States showed a total of M. 116,964,980. The direct imports from China attained a value of M. 4,364,030. No less than 9024 vessels, with a tonnage of 2,766,806, entered Hongkong in 1890, of which 3387 were steamers with a carrying capacity of 2,180,084 Br. Reg. tons, and 2637 sailing vessels of 585,822 tons. 4098 steamers of 2,762,370 tons cleared, viz. 3084 steamers of 2,176,208 and 2608 sailing vessels of 586,162 tons. The proportion of steamers and sailing vessels entered since 1846 is as follows:

1846-1850.	1851-1860.	1861-1870.
No. Tons. No. Tons. No. Tons.		
11-1/2 27-1/2 20% 39-5/8 33-3/4 60-0/100		
1871-1875.	1876-1880.	1881-1890.
No. Tons. No. Tons. No. Tons.		
43-6/7 77-3/4 55-2/3 78-1/2 56-2/3 78-6/7		

1846-1850.	1851-1860.	1861-1870.
No. Tons. No. Tons. No. Tons.		
88-3/4 72-3/4 80% 60-5/8 66-7/8 39-2/100		
1871-1875.	1876-1880.	1881-1890.
No. Tons. No. Tons. No. Tons.		
61-6/7 25-1/4 47-8/9 21-9/10 43-8/9 21-2/100		

The direct traffic with China in 1890 consisted of 25 ships of 15,680 tons entered, and 29 ships of 23,140 tons cleared.

LAW NOTICE.

IN THE SUPREME COURT OF HONGKONG.

Before the Hon. G. Phillipps, Chief Justice.

PROBATE JURISDICTION, Monday, 27th March. In the goods of Maria Francisca Collo, deceased.—Petition of Jose da Silva Loureiro, for Letters of Administration.

In the goods of Miguel de Souza, deceased.—Petition of Adelaide Romalida de Souza, for Letters of Administration.

In the goods of William Lapsley and Heinrich F. O. Dieckmann, deceased.—Petition by the Official Administrator in each case, for Letters of Administration.

THE COLUHOON EXPEDITION.

This expedition has fortunately not met with the ill-treatment it was at one time feared it would. So far, according to the following letter, the natives have been very friendly.

Nanning, Feb. 27.

The last time I wrote was from Wu-chau where we heard that a price had been set on our heads. The magistrate there accordingly, upon our representation, consented to give us a guard boat from station to station. But actually, we found the people all along not at all unfriendly in any way. On the contrary, in the villages we traversed, the country folk were quite good natured. We spent the Chinese New Year's eve on a beautiful part of the river. There was of course a good deal of chin chin, both in our boat and in the hamlets around. The following stanza was written as we stood before a little temple beneath two old banyan trees; it was situated on the summit overlooking the river.

The sun sets to the coming of a year;
After, the high-arched mountains gleam;
The land is full with joy from far and near;
Below, boys on the silent stream.

Non-ming, where we arrived late last evening, I was expected to be, is the very best of anti-foreign atrocities; but really it does not seem to be so bad after all. The people of course started a good deal at us—but in what civilized country are the people not curious?

Two big mandarin boats are at present anchored beside us, containing His Honour the Sub-prefect of some little place on the river above. I had a peep at Madame the Prefectress through the window—but as her eyes caught sight of my spy glass—she looked as cross as two ticks. I am not able to give any description of the places we have passed on our way. There has not been much of fine scenery at least not of high hills and two distinct towns have occurred completely from the results of the Tai-ping outrages. I notice particularly a place called Kuei-hsien where the walls have been recently entirely rebuilt. The people, however, do not seem very warlike; and it is a problem to me how such a conflagration as the Tai-ping rebellion could have originated among such well-disposed people. But I fancy some sort of dissatisfaction they have enough, as the Lektin and Custom Stations on our way have been as thick as sand.

THE PASSENGERS OF THE OCEAN.

The following is the statement of Captain Webber, of the S. S. *Ocean*, with regard to the treatment of his passengers at Sydney in June last.

Hongkong, Sept. 24, 1891.

H. G. JAMES, Esq.,
Messrs G. R. Stevens & Co.,
DRINK SIR.—Owing to various untrue accounts being circulated respecting the treatment meted out to the S. S. *Ocean* and her passengers, on her arrival at Sydney, from Hongkong in June last, I deem it advisable to issue the following statement of facts. The steamer *Ocean* left Hongkong May 22nd, 1891, with 448 Chinese and two European passengers and 44 officers and men. Arrived at Port Darwin on June 3rd, was examined and passed by Health Officers, landed 31 Chinese, and embarked ten Chinese and twenty European passengers for Southern Ports, sailed on June 6th and arrived at Thursday Island on the 9th, was again admitted to port, sailed same day and arrived at Cooktown on June 12th, where a most rigid inspection of ship and passengers was made without the slightest trace of disease being found to exist. Thirty Chinese and six Europeans landed at this port. During our stay at Cooktown, I was suddenly from the effects of opium, was seen by the Health Officer, who gave a certificate as to the cause of death, also an order for burial; sailed again on the 15th and arrived at Townsville on the 16th, and was again admitted to port, and left again on the 17th—arriving at Brisbane on the 19th, where another most rigid inspection was made of both ship and passengers. The ship being thoroughly searched by the Police to see that all were on deck under inspection; no trace of disease was found, and was complimented on the state of the ship and the excellent condition of passengers. At this port 3 Chinese were landed and 12 European passengers were sent from the ship by steamer. The ship sailed for Sydney on June 22nd and arrived on June 25th (Sunday), and was at once ordered into Quarantine by the Police. Previous to

being made for landing the passengers a negative reply was made. I then asked what means there were of supplying my passengers with food; I was informed that the superintendent of the Quarantine Station would see to that. After anchoring in an exposed position open to the full force of the sea, between the heads, the assistant health officer came on board and thoroughly inspected both ship and passengers, and even pronounced all entirely free from disease of any kind, and said that it had been for the proclamation he should allow the ship to proceed to town. A Police guard boat was stationed near the ship to prevent any intercourse between the ship and the shore. Both night and morning those in charge of her were asked when being relieved to report the ship short of water. At 10 a.m. on the 27th signals of distress for water were hoisted and kept flying all day in full view of the Signal Station and the Senior Health Officer's Launch with him in it. The last of the water was served out on the afternoon of the 27th. On the morning of the 28th, signals of distress were hoisted and kept flying all day. The Government to save the expense of keeping the guard boat and three men near the ship sent a constable on board, a Customs Officer had previously been put on board on the day of arrival; his place of residence being Cumberland Street, one of the infected quarters. The constable placed on board was ordered to keep the ship short of water, and the ship waiting water for his superior for the previous night. I then signalled for the Quarantine Superintendent and asked him if there was no means of getting any water. He said "No." I then asked him to telegraph to Sydney, which he did, and at 2 p.m. the telegram marked A, reading from the Superintendent of the Quarantine, was handed to me by a boatman from the Quarantine Station, who immediately pulled away again. 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